

Two More Trains For Singleton

A campaign for two additional daily passenger rail services from Newcastle to Singleton

C/- 45 Barton Ave
Singleton 2330

6 April 2011

Major Project Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Submission - Huntlee New Town Stage 1 Project Application

Two More Trains for Singleton wishes to make a submission in response to the exhibition of the proposed Huntlee New Town near Branxton. The proposal is to subdivide 1,900 residential lots, 120 large lot residential lots, 60 ha of employment lands and associated infrastructure.

Two More Trains for Singleton is a community group seeking additional daily CityRail services between Singleton and Maitland. This includes additional services to Branxton and Greta railway stations which are both close to the Huntlee New Town proposal. The group has an interest in ensuring that current public transport is substantially enhanced to support expected additional urban development and expected future growth in rail passenger demand.

The Huntlee New Town must be designed to allow and encourage passenger rail as a public transport option. The current proposal does not achieve this objective. The exhibited proposal ignores rail as a transport option for Huntlee and is designed to rely on private car transport. As a result the proposal will contribute significant additional carbon emissions and is an example of unsustainable urban planning for the future.

The group objects to the Huntlee New Town proposal for the following reasons:

- 1 Major centres in the Lower Hunter Regional Strategy, and the Sydney Metropolitan Strategy are all located around rail transport, except for Huntlee. This proposal is clearly inconsistent with the public interest and the principles of sustainable development.
- 2 While the proposal has "no reliance on rail passenger transport", the layout should accommodate it. A railway station exists at Branxton within 500 metres of the proposed town centre area. The layout of the Huntlee proposal does not accommodate this, and the draft development control plan should include principles for how the development relates to the existing urban area of Branxton and accesses the railway station.
- 3 The Huntlee development should contribute financially to the provision of necessary infrastructure to achieve increased passenger rail services at Branxton and Greta to service the town (eg provision of additional rail carriages and railway station infrastructure). Urban development should be designed to link to rail transport.

The project application should be refused. Thank you for your consideration of this submission.

yours sincerely

for **Two More Trains For Singleton**